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1. The new name proposed for the Skoda Shipyard at Komarno (P48/T76) is 'Lodenice Komarno' ('Komarno Shipbuilding Yard'). However, as late as December 1949, nothing final had been decided about the name.
2. The shipyard normally employs about 800 persons. Operations of the plant are directed from Komarno, but the management is not yet properly organized. The first manager was Engineer Tuschl. A Social Democrat, he was discharged shortly after the coup in February 1948, and since then a number of other managers have been appointed for short periods.
3. The principal function of this plant is to aid in providing bottoms for the Danube shipping which was in large part removed or destroyed by the Germans in 1945. The plant itself is divided into two parts, old and new, both of which are on the north bank of the Danube. The older part, built between 1930 and 1939, is located near Komarno, while the new part is located about one kilometer from the town in the direction of Bratislava. During the years 1946 - '48 approximately 200 million Czech crowns were invested in the factory buildings. Skoda had been optimistic about the future of the plant, hoping to produce a large share of the Danube shipping for transportation to the USSR. However, the Russians apparently have participated more heavily in the construction of a larger shipyard in Budapest. The plant has the normal equipment of a small shipyard - presses, boring machines, riveting machines and welding machines. The plant is not set up to produce the machinery needed on the vessels themselves. As is the case in most Skoda plants, the equipment is in good condition.

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